

Kim Johnston

From: Mike Petsche
Sent: Friday, November 28, 2014 3:47 PM
To: Kim Johnston
Subject: FW: QB05008 - Final Issue Release Drawings
Attachments: CIDB05008 Iss 1.pdf.zip; QB05008 Drawing Pack_TL Assys.zip

From: Tom_Clark@europe.pall.com [mailto:Tom_Clark@europe.pall.com]
Sent: Friday, April 04, 2014 10:24 AM
To: David Shepherd
Cc: Mike Petsche; Harvey Siemens
Subject: QB05008 - Final Issue Release Drawings

David,

Please find the attached suite of manufacturing drawings for the complete QB05008 PA100 system. Due to mailfile size limitations I have split the drawings into 2 packs. The first pack (attached) contains the top level drawing assemblies. The second pack will contain part drawing and sub-level assemblies. This will be sent separately. Note that the latest configuration of FOD screen is included but the design is subject to change during the current development phase.

Anchor nuts have been removed from the separator panel where necessary. We have provisioned for installation by the operator by adding a number of anchor nuts and rivets to the main kit drawing (QB05008 Sheet 1). The transition duct mating flange has been enlarged and moved forwards by ~22mm. Based on your feedback and using the photograph of the modified plate for flight trials, I believe this should address the potential seal bypass issue. If someone at Dart could double check the geometry it would be appreciated.

Appreciate that you have your own system but I have attached our CID as I thought it may be useful for you as a reference.

Some separate points:

- 1) RB05008 - We have reviewed your comments and changes are being made. I am waiting for feedback from Dave Smith on one item but he is locked into customer meetings at present. Aiming to supply a revised copy by Wednesday 9th April.
- 2) Electrical Bonding. It is still unclear how we plan to demonstrate compliance with 27.610 Lightning & Static Electricity Protection. Pall can perform an electrical resistance check from the furthest part of the separator panel to the A/C bonding point but we need to know where this point will be. The previous system was shrouded by the engine cowl and is not resistance checked during ATP. How should we proceed with this? Does the position of panel still warrant lightning/static protection given it's position relative to the rotor blades?
- 3) Mass of the FOD screen acting on aircraft intake ducting. Do you believe this will have an effect on the structural integrity of the duct, particularly at the engine interface flange where the stress is perceived to be highest?

Kind regards,

Tom

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